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Venezuela Oil Price Falls as World Oil Prices Moderate

Latin American Herald Tribune, July 14, 2014

CARACAS -- Venezuela's weekly oil basket fell for the second week in a row as oil prices around the world continued to moderate even as crises in Ukraine, Iraq, Syria and Israel simmered.

According to figures released by the Venezuela Ministry of Energy and Petroleum, the average price of Venezuelan crude sold by Petroleos de Venezuela S.A. (PDVSA) during the week ending July 11 was \$96.98, down \$2.00 from the previous week's \$98.98.

WTI in New York averaged \$103.24 -- down \$1.76 -- for the week, while Brent crude traded in London averaged \$109.35 -- down \$2.69 from the previous week.

According to Venezuelan government figures, the average price in 2014 for Venezuela's mix of heavy and medium crude is now \$97.06. In 2013, it was \$99.49, down from 2012's \$103.42 and

2011's \$101.06, but higher than 2010's \$72.43, and much higher than 2009's average price of \$57.01.

So far in 2014, WTI has averaged \$100.93 and Brent has averaged \$108.86. In 2013, WTI averaged \$97.96 while Brent averaged \$108.70. Prior to 2010, Brent and the heavier Venezuelan crude had historically traded below WTI.

Venezuela's basket set its highest weekly average on July 18, 2008, when it hit \$126.46 before economies around the world began crashing under the weight of expensive oil and crashing sub-prime debt.

The United States is the largest importer of Venezuela's oil exports.

According to the US Department of Energy, Venezuela was the fourth-largest supplier of imported crude oil and petroleum products to the

United States behind Canada, Saudi Arabia, and Mexico. U.S. imports from Venezuela have been on an overall decline in recent years. In 2013, the United States imported 797,000 bbl/d of crude oil and petroleum products from Venezuela, a decline of 49% from a decade ago.

Venezuela sends a large share of its oil exports to the United States because of the proximity and the operation of sophisticated U.S. Gulf Coast refineries specifically designed to handle heavy Venezuelan crude.

While U.S. imports of primarily crude oil from Venezuela have been on the decline, U.S. exports of petroleum products to Venezuela have increased largely because of Venezuela's tight finances that leave it unable to invest and maintain its own domestic refineries. A decade ago, the United States exported 7,000 barrels per day to Venezuela. In 2013, the

United States sent Venezuela 84,000 barrel per day of petroleum products, primarily methyl tertiary butyl ether (MTBE), intended for blending in gasoline, motor gasoline, and distillate fuel oil.

Oil is the main export of Venezuela and provides most of the country's foreign currency.

The U.S. Energy Information Administration estimates that in 2013 net exports from Venezuela totaled nearly 1.7 million bbl/d of crude oil and petroleum products, a significant decrease since the peak of 3.1 million barrels per day in 1997.

According to the Oil & Gas Journal (OGJ), in the beginning of 2014, Venezuela had nearly 298 billion barrels of proved oil reserves, the largest in the world. The next largest proved oil reserves are in Saudi Arabia with 266 billion barrels and Canada with 173 billion barrels.

<http://www.laht.com/article.asp?ArticleId=2343613&CategoryId=10717>

Dr. Stan's California water & fuel supply opinion

<http://mediaarchives.gsradio.net/radioliberty/121213d.mp3>

CAPP contact: Charlie Peters

City applies for drought project grant

By Elizabeth Arakelian, Turlock Journal, July 12, 2014

The City of Turlock could be receiving funds to develop drought resistant measures in facilities around the town after the Council unanimously approved an action to submit an application for funds from the State Department of Water Resources.

In 2006 Gov. Jerry Brown authorized the use of \$5.3 billion in general obligation bonds to fund water conservation and safe drinking water efforts through the Safe Drinking Water, Water Quality and Supply, Flood Control, River and Coastal Protection Bond Act of 2006, or Proposition 84. Following his drought declaration in March, the Governor allocated an additional \$200 million to the proposition in order to fund projects that could address drought impacts and enhance local water supplies. Of that \$200 million, \$20 million has been allotted for projects in Turlock's region — a widespread area as far south as Madera County, north to Sacramento County and spreading from the foothills to the Bay Area.

As a member of the Integrated Regional Water Management Planning Process in Stanislaus County, the City of Turlock will be submitting a joint application alongside the cities of Hughson and Modesto. Turlock is in the final stages of review and working alongside Modesto and Hughson city officials to produce a competitive application.

"We met with the other agencies and felt that this was a good opportunity to work together for a common cause. It's a very competitive process and we're coming together with the same goal," said Garner Reynolds, regulatory affairs manager for the City of Turlock

The City of Turlock is submitting several projects in order to decrease overall water usage and increase conservation in the current drought. The cities are working to increase their chances of being awarded as much in the way of funds as possible with Turlock withdrawing two projects to treat arsenic in drinking wells because it would be more cost effective to replace the wells rather than to treat them.

"The projects we're proposing include replacing turf in the Christoffersen medians with drought tolerant landscaping; installing a number of automated irrigation control in our parks and public greenways to reduce water use; and install some non potable wells for landscape irrigation in our parks," said Michael Cooke, municipal services director, at the City Council meeting on Tuesday.

While City officials are working to complete the application by the July 21 deadline, it will be several months before the cities of Turlock, Modesto, and Hughson will know how much in funds they may be awarded.

<http://www.turlockjournal.com/section/14/article/26554/>

Dr. Stan's California water & fuel supply opinion

<http://mediaarchives.gsradio.net/radioliberty/121213d.mp3>

CAPP contact: Charlie Peters

Report Suggests Oil Companies Pressuring Local Dealers Against Ethanol Blends

By Staff Writer, WHO tv, 5:50 am, July 11, 2014

According to a new report out from the Renewable Fuels Association when compared to gas stations carrying a “Big-five” oil brand like BP or ExxonMobil, independent gas stations are 40 times more likely to offer an E-15 blend to consumers, and between four to six times more likely to offer E-85.

Last year, Minnesota Senator Amy Klobuchar and Iowa Senator Chuck Grassley sent a letter to the Federal Trade Commission concerning the possibility that large oil companies could be violating anti-trust laws through pressures against ethanol blends at the local-retailer level.

Grassley says FTC responded with a cookie-cutter response, and no action.

With the new report, he and Klobuchar hope the FTC will wake up and see if laws are being violated.

Grassley says, “If you get E-15 pumps in, the oil companies know that they’re going to have to sell more of a product and that people are going to want to buy more of a product, that they don’t control, and they really don’t want you putting anything in your tank that they don’t control. And I think that this study shows that undue pressure is keeping filling stations from changing from E-10 to E-15 or E-85 to some extent as well.”

According to the RFA report, less than one percent of branded stations offer E-15 or E-85, which is less than 300 stations out of 48,000 around the country.

<http://who.tv/2014/07/11/agribusiness-report-suggests-oil-companies-pressure-local-dealers-against-ethanol-blends/>

The California Department of Motor Vehicles (DMV) collects \$billions\$ using “Wallet Flushing” car tax. Is it time for CA AG Kamala Harris EPA GMO ethanol fuel waiver conversation?

CAPP contact: Charlie Peters

Manteca plan aims for 20% water cutback

By Dennis Wyatt, Manteca Bulletin, July 10, 2014

You will reduce your water use.

The California Legislature so decreed in 2009 as Senate Bill X7-7 signed into law by Gov. Jerry Brown requires residential per capital urban consumption of water to drop by 10 percent by Dec. 31, 2015 and 20 percent by Dec. 31, 2020.

That was before Brown in January asked Californians to Immediately start working toward a 20 percent reduction in water use with the state being well into a third year of severe drought.

To meet the state mandate, the Manteca City Council has hired Kennedy/Jenks Consultants for \$131.120 to prepare the 2015 Urban Water Management Plan Update as required under state law.

It will address the use of recycled wastewater to help the city reduce overall residential per capita water consumption by 20 percent. Cities get credit toward the reduction goal by using recycled water as

well as capturing and reusing rain water.

Commercial, industrial and intuitions such as school districts and cities must reduce water use by 10 percent by the time Dec. 31, 2020 rolls around.

The management plan is expected to include tougher water conservation rules than the ones currently in place in Manteca.

Manteca has been working toward meeting the governor's emergency request for a 20 percent reduction in water use due to the drought.

Preliminary data shows Manteca water use was down 5 percent in May while population was up 2 percent. The actual per capita reduction is just under 7 percent so far.

In February — the month after the governor's emergency declaration — overall water use was actually up in Manteca.

<http://www.mantecabulletin.com/section/1/article/110184/>

Former California Senators Dick Mountjoy & Tom Hayden might produce an interesting team to propose a Governor Brown action plan.

CAPP contact: Charlie Peters

Cancerous Compound Found In Hartland, Killington Wells

By Katy Savage, Vermont Standard, July 10, 2014

It's been 17 years since a 2,200-gallon fuel delivery truck rolled over at the intersection of Merritt and Quechee Roads in Hartland and spilled an estimated 700 gallons of fuel, according to a report from the Agency of Natural Resources. But methyl tertiary butyl ether (MTBE), a gasoline additive that migrates quickly in the ground and doesn't break down easily, is still being detected in Peter Cornelius' well at his home on Balhart Ridge Road in Hartland.

His well was contaminated with MTBE in 2005, two years after he moved into his home. Nearly 40 other wells were contaminated. Experts aren't entirely sure why, but they believe the 1997 spill was the cause. Along with Hartland, MTBE is still found in groundwater in Killington and across the state, even though it's been banned since 2007.

"We are seeing historic problems cropping up," said Chuck Schwer of the ANR.

Earlier this month, the Vermont Attorney General's office filed a lawsuit in the Washington Superior Court against several of the largest petroleum companies, including Exxon Mobil Corporation, Chevron U.S.A., Inc., and Sunoco, Inc., alleging that the companies knew about the contamination risks of MTBE.

"Defendants failed to warn customers, retailers, regulators, or public officials, and failed to take any other precautionary measures to prevent or mitigate such contamination. Instead, defendants promoted MTBE, and

gasoline containing MTBE, as environmentally sound products appropriate for widespread use," said a court document composed by the Attorney General's office.

MTBE, which studies show can cause cancer and can be toxic to kidneys, was a common additive in gasoline in underground storage tanks in the 1990s.

"The combination was a perfect storm to have gas with this additive at a time when gas tanks were leaking throughout the state," Schwer said.

Each year, for the past 20 years, the state has spent about \$5 million for water contamination clean up; most if it has been related to MTBE, said Schwer.

The success of lawsuits in other states was, in part, what prompted Vermont to file one.

Last year, for example, a New Hampshire jury ordered Exxon Mobil to pay \$236 million for groundwater contamination caused by MTBE.

"There were other legal developments elsewhere in the last year or so that prompted us to think that this was the time to do it," said Scott Kline of the state Attorney General's office.

While the state awaits the outcome of the lawsuit, MTBE has also been seen in towns like Hinesburg, Clarendon and in Killington, where an underground storage tank leaked and contaminated residence and business water supplies in the West Hill Road area.

The problem was detected in 1993, after a resident noticed a gasoline odor coming from his tap water.

"He claimed at the beginning that it was ignitable...it was so concentrated with gasoline," said Schwer.

The state over-pumped his well continuously and treated it with carbon. About 283 gallons of contaminated water was extracted and treated and another 1,000 gallons of water was obtained from the soil with a soil extraction system.

MTBE was also detected in about 28 wells of the total 70 that were tested, a report from Marin Environmental, Inc. said.

If there is an underground leak, the state puts in soil borings and monitoring wells to clean up. Sometimes it puts in a groundwater extraction system, or a carbon filtration unit if the groundwater is highly contaminated. The state provides bottled water to those who are affected and continues monitoring until MTBE is at less than 20 parts per billion.

"We've taken a more conservative approach with drinking water wells that are contaminated," Schwer said.

It's a waiting game for those wells that are impacted.

MTBE wasn't detected in Hartland until 2000, during a routine water sample at the Hartland Recreation Center.

Neighboring sites that were sampled also found high levels of MTBE, including Hartland Elementary School, located about 2 miles from the spill.

Cornelius thought his well would be clear of contamination long ago.

Ever since the problem was detected, MTBE levels ranged from 10 parts per billion to over 100, he said. It's higher in the spring after the snow melts and Cornelius draws more water, he said.

"Honestly we're just kind of numb to it right now because there's nothing we can do," he said.

Most of the hazardous material has been cleared in Hartland and Killington, but the state continues monitoring Cornelius' well and the Hartland Elementary School water supply.

"It's a nuisance to say the least," Cornelius said. "I'd love to be able to pour a glass of water out of my tap. You can't do that, you just have to be cautious."

The problem isn't going away in other parts of the state, either. About a year ago, a woman in Underhill noticed her drinking water tasted different. MTBE was detected in her well, but the state doesn't know where it came from, Schwer said.

"We're definitely still seeing it," Schwer said.

<http://www.thevermontstandard.com/2014/07/archive-cancerous-compound-found-in-hartland-killington-wells/>

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CAPP contact: Charlie Peters

Oil boom raises rail risks

State implements new rules to help improve rail safety

Marshall Helmberger and Tom Klein, Timberjay, July 9, 2014

REGIONAL- The phenomenal growth in the North American energy sector has brought the prospect of energy independence to the United States for the first time in decades.

But it has also brought with it an alarming increase in the number of catastrophic rail accidents, as huge volumes of highly flammable crude oil and ethanol are moving up and down the nation's rail lines today, including the heavily-traveled Duluth, Winnipeg and Pacific line in St. Louis County.

The DWP, operated by Canadian National, has a historically good safety record compared to many railroads, and the company made substantial upgrades to the track near Orr as recently as this spring. But accidents, including derailments, are inevitable. Over the past ten years, the DWP has reported at least nine derailments, including one as recently as last October, when several cars left the tracks just north of the international bridge at International Falls, resulting in a spill of hydrogen peroxide.

While derailments are inherently dangerous, the stakes are higher than ever when trains are hauling so much flammable crude. Those risks were all too apparent in the tragic accident in the small town of Lac-Magentic, Quebec, Canada, where a major derailment of a train carrying crude from North Dakota's Bakken field, incinerated part of the town, leaving 47 people dead. And last December, residents of Cassleton, N.D.,

just west of Fargo narrowly escaped a similar disaster when 400,000 gallons of Bakken crude oil spilled in a derailment just outside of town, creating a massive explosion and fire.

While the DWP used to be known as a major conduit for Canadian lumber into the U.S., these days there are fewer wood products and a whole lot more crude oil on the tracks. In 2013, the DWP line carried nearly 19,000 train carloads of crude oil alone, an average of 52 per day.

Indeed, the DWP shipped more crude oil than any other dangerous product last year, about 570 million gallons. Yet the line hauls many other flammable liquids, including ethanol, gasoline, and thousands of carloads of molten sulfur, another highly flammable substance. All together, well over 100 carloads of highly flammable materials move up and down the DWP line each day, passing right through the communities of Cook, Orr and Virginia.

The rise in crude oil shipments on the DWP line mirror the trends across the U.S. and Canada, where crude oil shipments by rail have increased from just 9,500 carloads nationwide in 2008 to a staggering 434,000 carloads in 2013. Rail accidents involving all that crude have risen at much the same rate— from just one accident in 2009 to 118 last year.

And 2014, which has seen 70 accidents as of mid-May, is on a pace to shatter crude oil.

Safety concerns

The sharp rise in rail accidents involving crude oil has sparked concern nationwide. Here in Minnesota, the Legislature approved tougher safety rules for railroads in May, and those new regulations went into effect July 1. The new rules require that companies submit disaster prevention plans to the state, increases the number of safety inspections, and requires railroads to provide emergency response training every three years to every fire department located along oil train routes. In addition, companies must file emergency response plans and deploy enough equipment and staff to ensure that spills or leaks can be cleaned up as quickly as possible.

In particular, regulators and political leaders are concerned about the safety record of a particular tanker, known as a DOT-111, which has been involved in most of the recent catastrophic spills.

CN, like most railroads, depends largely on its fleet of DOT-111 tankers to haul hazardous and flammable materials.

The tankers, which one rail safety advocate compared to the recalled Ford Pinto, have a long history of problems. An Associated Press analysis of 20 years' worth of federal rail accident data found that ethanol tankers have been breached in at least 40 serious accidents since 2000. In the previous decade, there were just two breaches.

Rail safety advocates say the tankers' steel shell is too thin to resist puncture in accidents. And unloading valves and other exposed fittings on the tops of the tankers can also break during rollovers. Although CN spokesman Patrick Waldron could not say how many of the tankers

were being used, he acknowledged that the DOT-111 tankers were in use by the railroad. "This is an industry issue," he said, adding that CN supports efforts to upgrade the safety of tanker cars.

The DOT-111 tanker was originally designed in the 1960s and its safety flaws have been well known at least since the 1990s. A new design is safer, but the older tankers still vastly outnumber the newer ones on rail lines throughout the country. According to the Association of American Railroads (AAR), there are 335,000 tank cars overall in active use across the nation. Of those, 228,000 are the older version of the DOT-111, and roughly 92,000 of those are used to move flammable liquids, such as crude and ethanol. Only about 14,000 of those tank cars currently hauling flammable liquids are built to the latest industry safety standards.

Meanwhile, CN has taken some steps on its own to improve safety. The railroad has encouraged customers to acquire tank cars that meet higher safety standards and begun to phase out its small fleet of approximately 118 legacy DOT-111 tank cars used to transport diesel fuel for its locomotives to yard terminals, Waldron said.

In addition, CN has been reaching out to municipalities along its North American rail network to review its safety practices, share relevant information on hazardous materials traffic, and discuss emergency planning and training. Railroad officials recently held such a meeting with Cook emergency personnel.

The safety of the tankers themselves is not the only concern, however. The crude oil from the Bakken oil field, located in

western N. D., has proven to be more flammable than other types of crude.

In May, the U.S. Department of Transportation issued an emergency order requiring that state crisis managers be notified whenever large shipments of Bakken crude are being shipped by rail. The agency has also issued a recommendation to railroads that they not ship Bakken crude oil in older DOT-111s.

While local emergency responders in Cook and Orr would likely be the first line of defense in the event of a major rail accident in one of those communities, St. Louis County would also have a major role to play in any response.

Steve Steblay, supervising deputy for emergency management for St. Louis County, said the risks associated with the rail transport of flammable materials is a rising concern. "We're in the process of setting up protocols and procedures to handle such emergencies," he said, adding that the department is updated by the railroads on the dangerous materials and quantity of materials being shipped on rail lines in the county.

At the same time, emergency responders in the area have also been paying more attention to the issue. CN officials recently met with emergency responders in Cook to discuss safety concerns, and the company is planning additional trainings with local officials in the weeks and months to come.

"CN's commitment to running a safe

railway is evidenced by the fact that 99.98 percent of CN movements of dangerous goods arrive at their destination without a release caused by accident," said Waldron, who added the company annually invests more than \$1 billion to maintain network safety and integrity, with a focus on employee training and safety awareness, analysis of accidents to determine their cause and how they could be avoided, and technical innovation.

Waldron said those efforts have been redoubled in the wake of the Lac-Mégantic accident last July involving a small regional railroad. Steps taken by CN include:

- Investing \$10 million to acquire additional monitoring equipment to enhance the railroad's already strong technological base for early detection of defects and to mitigate the severity of accidents.

- Application of the U.S. "OT-55 key train policy" to trains hauling highly-flammable liquids such as ethanol and crude oil. The policy includes safety measures on train dispatching, track inspection and restrictions on train speeds.

- Conducting corridor risk assessments, examining rail line proximity to urban population and associated infrastructure, environmentally sensitive areas and railway operating practices to develop enhanced safety processes for trains transporting dangerous goods.

<http://www.timberjay.com/stories/Oil-boom-raises-rail-risks,11586>

The California Department of Motor Vehicles (DMV) collects \$billions\$ using "Wallet Flushing" car tax. Is it time for CA AG Kamala Harris EPA GMO ethanol fuel waiver conversation?

CAPP contact: Charlie Peters

Railroad mishap rattles nerves in Sewickley area

By Bobby Cherry, TribLIVE Mobile News, July 9, 2014

Up to 70 trains travel daily through the Sewickley Valley, passing underneath the Sewickley Bridge; traveling by playgrounds and ball fields, along rivers, past businesses, next to schools and beyond the backyards of many homes.

Most often those trains pass without much notice from locals, except maybe a railroad enthusiast or driver stuck at a crossing.

But on July 2, two of three engines from a Norfolk Southern train burst into flames when they slammed into the back of a second train near the border of Sewickley and Edgeworth, which forced evacuations from nearby homes, businesses and the Sewickley Community Center on Chadwick Street.

The two locomotives spilled 6,000 gallons of diesel fuel when one engine flipped on its side, Allegheny County Emergency Services Chief Alvin Henderson said.

The train that caught fire was pulling 82 cars, 80 of which were empty ethanol tankers that emergency officials said could have caused an explosion because they likely contained residual ethanol and fumes, which are flammable.

The slower-moving train was carrying 56 empty intermodal cars, which are flat beds that typically carry stacked shipping containers. An engineer and conductor aboard the train were treated at a Pittsburgh hospital and released, a Norfolk Southern spokesman said.

The Federal Railroad Administration is investigating the cause of the incident,

spokesman Michael Cole said in an email.

"Safety is our No. 1 priority," he said. "Once completed, our investigation will identify the root cause of the accident, and we will take all appropriate enforcement actions."

The railway is one of the busiest in the country and connects New York to Chicago, Norfolk Southern spokesman Rudy Husband said.

The collision and safety of nearby neighborhoods is a concern the region and nation faces, Allegheny County Executive Rich Fitzgerald said.

"When you see something like this, it could obviously have been a lot worse," Fitzgerald said. "It could have been a train that rolled the other way into the residential area or rolled into the river. We've got a lot of water treatment plants that take their intakes along the river. Luckily, nobody downstream on the Ohio River is going to be impacted."

"Carrying any materials through a community, what would be the impact if there is a derailment, what could happen? It's something you got to continue to look at."

With an infrastructure built more than a century ago, it's impossible to relocate the rails, Fitzgerald said.

"Our rail systems pretty much run along our rivers, not just here in Pittsburgh, but nationally," he said. "It's something to be concerned about. There's no way to move the tracks off river."

<http://triblive.com/neighborhoods/yoursewickley/yoursewickleymore/6390843-74/train-sewickley-derailment#axzz37CwUjNMW>

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<http://mediaarchives.gsradio.net/radioliberty/121213d.mp3>

CAPP contact: Charlie Peters

Air District to continue vehicle repair program

Fresno Bee, July 6, 2014

Vehicle emissions are key contributors to the formation of ozone, the major component of summertime smog.

To help reduce these emissions, the San Joaquin Valley Air Pollution Control District has approved \$4 million to continue the Tune In and Tune Up vehicle repair program.

The program provides funding to Valley residents to make smog-related repairs to their vehicles in an effort to reduce pollution. Since the inception of the program, the district, in conjunction with Valley Clean Air Now, has held more than 40 repair events and repaired more than 7,600 vehicles, saving \$7,500 per ton of emissions reduced, according to a news release from the program.

Based on district guidelines, vehicles that qualify after a free test may receive up to \$500 in the form of a voucher. Repairs can be completed at a participating STAR smog check station.

In addition to the repair program, \$500,000 has been approved for the expansion of a vehicle replacement component under Tune In and Tune Up.

This program uses the weekend repair events to find suitable candidates for vehicle replacement using several criteria including vehicle model, year, registration status and emissions level. Qualifying owners are offered up to \$5,000 to replace their cars with newer and cleaner vehicles from a participating dealership.

The next repair event will be held from 9 a.m. to 3 p.m. Saturday at the Chowchilla Fairgrounds, 1000 S. Third Street. The event will only provide emissions screenings, and no smog certificates will be issued.

Participants must be San Joaquin Valley residents and must have owned the car for more than six months. Residents should expect about a two-hour wait, officials say.

For more information about the repair program call (800) 806-2004.

<http://www.fresnobee.com/2014/07/06/4012990/air-district-to-continue-vehicle.html>

Did Governor Brown choose a CA/DCA/BAR Chief who can find out if what is broken on a PZEV Smog Check failed car gets fixed? A Smog Check secret shopper audit would cut toxic car fleet impact 1500 tons per day while reducing cost by \$billions.

<http://www.youtube.com/watch?v=Zl-Nrep74qg>

CAPP contact: Charlie Peters

Seed company founder's wife charged in plot

By Christopher Doering & Donnelle Eller, Des Moines Register, July 5, 2014

The wife of a billionaire Chinese seed company founder has been indicted in connection with a plot to steal patented corn seed from fields in Iowa and Illinois, the U.S. Attorney General's Office for the Southern District of Iowa announced last week.

Mo Yun faces one count of conspiracy to steal trade secrets stemming from a probe that led to the December indictment of six Chinese nationals, at least five of whom worked for the Beijing Dabeinong Technology Group Co. or a subsidiary corn seed company called Kings Nower Seed.

The seven have all been accused in a plot that the FBI began looking into in September 2011 to dig up and steal inbred seedlings and mature ears of corn from fields planted by DuPont Pioneer, Monsanto and LG Seeds. The investigation began after Yun's brother, Mo Hailong, and another man were caught in a newly planted field near Tama.

Yun directed research project management for the company and is married to its founder, Dr. Shao Genhuo, according to a news release. Genhuo has a net worth of \$1.4 billion, according to Forbes.

Yun coordinated at least some specifics in planning the thefts, according to court papers. In 2007, Yun and her brother discussed the types of seeds that needed to be taken from fields and later that year

discussed buying farmland, according to the documents.

Does new herbicide pose risk for schoolchildren?

Iowa schoolchildren could face increased health risks with federal approval of a new herbicide, a Washington, D.C., environmental group said in a report last week.

But the company behind the product says that scientists have repeatedly debunked the claims and that the herbicide is safe.

The Environmental Working Group said 5,609 U.S. schools — including 269 in Iowa — sit within 200 feet of farm fields that may be “soon blanketed with massive amounts” of a new herbicide that contains the compound 2,4-D.

“Hundreds of thousands of children across the country will be at risk of increased exposure to the harmful chemical compound 2,4-D if the Environmental Protection Agency approves a new weed killer mixture called Enlist Duo,” the report states.

The group claims the herbicide has been linked to some cancers and reproductive and immune system problems.

But Dow AgroSciences, the company behind Enlist Duo, says the group is rehashing irresponsible claims that regulatory authorities have “rejected based on lack of scientific evidence.”

The group ignores “detailed health and safety evaluations by regulators in nations around the world, including recent evaluations” by the U.S. Department of Agriculture and EPA, Dow said in a statement. “Authorized uses of 2,4-D are based on extensive regulatory evaluations of a ... database that today exceeds 4,000 publications.”

Dow pointed to an EPA document that says the agency has consistently found that the data do not support classifying 2,4-D as a carcinogen. The company said 2,4-D is approved for use in 70 countries and has been in use for more than 60 years.

Expect higher fruit, veggie, meat prices

U.S. shoppers can expect to pay more for fresh fruits at the grocery store following diseases and poor weather in Florida and California, the federal government said.

The Agriculture Department said fresh-fruit prices will rise 5.5 percent this year, a sharp revision from a prior estimate in May of 4 percent. The USDA said the ongoing drought in California could have a “large and lasting effect” on fruit, vegetable, dairy and egg prices. Citrus prices remain under pressure because of a late winter freeze in Southern California and citrus greening in Florida, a disease that causes trees to drop fruit prematurely. Citrus prices are up 22.5 percent this year.

Beef and veal prices are seen rising 6 percent in 2014. "The drought in Texas and Oklahoma has worsened somewhat in the last month, providing further complications to the beef industry," the USDA said.

Pork is forecast to rise 3.5 percent, largely the result of the porcine epidemic diarrhea virus that has killed millions of piglets during the past year.

The USDA said overall food prices are expected to be up 3 percent this year.

Quad County claims win in cellulosic ethanol race

Quad County Corn Processors beat DuPont and Poet to produce the state's first-ever gallon of commercial-scale cellulosic ethanol.

The northwest Iowa company produced a limited amount Monday but plans to quickly scale-up so that it's producing about 2 million gallons of cellulosic ethanol a year.

Two other advanced biofuel projects are expected to be completed this year: DuPont Danisco is building a \$225 million cellulosic ethanol plant near Nevada. And Poet-DSM is

building a \$250 million cellulosic plant in the northwest Iowa town of Emmetsburg.

DuPont and Poet both plan to use corn cobs and husks collected from area fields to make cellulosic ethanol. Quad County Corn Processors converts the kernels' corn fiber into cellulosic ethanol, in addition to traditional corn ethanol.

Quad County's cellulosic technology is "bolted on" to its existing ethanol plant, with a capacity to produce 35 million gallons of conventional ethanol a year. The farmer-owned company invested \$9 million building the added capacity.

U.S. soybean crop largest on record

The nation's farmers planted the largest soybean crop on record this year by devoting millions of acres to the crop that had been used for growing corn, the U.S. Department of Agriculture said Monday.

Farmers planted 84.8 million acres of soybeans, about 11 percent more than last year's 76.5 million acres. Among the states that planted record amounts of soybeans were

Michigan, Minnesota, Nebraska, New York, North Dakota, Ohio, Pennsylvania, South Dakota and Wisconsin.

Iowa farmers planted 800,000 more soybean acres than a year ago, climbing to 10.1 million, the report showed.

The nation's planted corn acres are the fifth-largest on record at 91.6 million acres, down 4 percent from a year ago, the federal government reported.

Iowa's corn acres remained steady at 13.6 million.

"Corn might be king in the U.S., but soybeans are knocking on the palace door," said Grant Kimberley, a corn and soybean producer who lives near Maxwell in central Iowa and is director of market development for the Iowa Soybean Association.

Chad Hart, an Iowa State University economist, believes Iowa's increase in soybean acres represent a return of land that farmers were unable to plant last year because conditions were too wet. The federal government reported Iowa had about 730,000 acres that weren't planted.

<http://www.desmoinesregister.com/story/money/agriculture/green-fields/2014/07/08/green-fields-corn-seed-indictment/12208919/>

The California Department of Motor Vehicles (DMV) collects \$billions\$ using "Wallet Flushing" car tax. Is it time for CA AG Kamala Harris EPA GMO ethanol fuel waiver conversation?

<http://www.youtube.com/watch?v=Zl-Nrep74qg>

Dr. Stan's California water & fuel supply opinion

<http://mediaarchives.gsradio.net/radioliberty/121213d.mp3>

CAPP contact: Charlie Peters

For Immediate Release: Thursday, June 26, 2014
Contact: Bill Wolfe (609) 397-4861; Kirsten Stade (202) 265-7337

NEW JERSEY HANDS DRINKING WATER SAFEGUARDS TO DUPONT Corporate-Dominated Science Board Asks DuPont to Self-Assess Chemical Effects

Trenton —Without public announcement, New Jersey has released a report urging that the assessment of emerging chemical contaminants in drinking water be handled by a system developed by the state's largest chemical manufacturer. This latest development caps a corporate campaign to kill a multi-year effort to address rising levels of unregulated chemicals in New Jersey drinking water supplies, according to Public Employees for Environmental Responsibility (PEER).

The report is a product of the 16-member Science Advisory Board filled by Christie administration appointees to address the state's entire portfolio of eco-science. Despite its broad charge, the Board has produced only a few fragmentary work products. This week the Board posted a report on "Contaminants of Emerging Concern" which was transmitted to the state Department of Environmental Protection (DEP) back on September 20, 2012. The transmittal letter thanks a DuPont corporate executive serving on the Board for his "significant input." The skimpy seven-page report concludes –

"It is recommended that the hazard assessment be conducted using a platform called METIS (Metanomics Information System) developed by DuPont. METIS is a chemical informatics platform that provides a screening level view of potential environmental fate and effects, human health concerns, and societal perception concerns"

"Under this plan DuPont would be in charge of determining the public health impacts of its own chemicals polluting our waters," stated New Jersey PEER Director Bill Wolfe, a former DEP analyst, noting that DuPont has already pressured the state to water down its public health assessment of its Teflon-related compound known as PFOA. "New Jersey now conducts its environmental science so that the fox not only guards the henhouse but also weighs the chickens and sizes the eggs."

A decade ago, New Jersey was a national leader in identifying a growing number of new chemicals and compounds in drinking water supplies. The DEP even developed a plan to filter many of these chemicals out of drinking water. Meanwhile, its 30-year old Drinking Water Quality Institute was working to set new or tighter standards for a number of these emerging compounds of concern.

Under Governor Christie, however, all that prior work ground to a halt or went into reverse:

- * His administration rejected a PEER rule-making petition to enact the state's own plan to filter harmful chemicals out of drinking water;
- * The Drinking Water Quality Institute was disrupted and did not meet for more than three years. Its proposed chemical drinking water standards were all abandoned; and
- * State environmental scientific work on virtually every topic has either been dismantled or channeled through this industry-dominated Science Advisory Board.

"New Jersey's drinking water is steadily becoming more contaminated and the only solution being offered is 'let's go ask DuPont,'" added Wolfe, pointing out that the newly released 2012 report offers no solutions on what to do about the growing flow of unregulated pollutants once they are quantified. "We should all be embarrassed that this report is now what passes for environmental science in New Jersey."

San Joaquin Valley Air Pollution Control District

District Highlights

June 19, 2014

Actions by the Governing Board

Tune In Tune Up Vehicle Repair and Replacement Program Approved.

The Governing Board approved \$4 million for the continued implementation of the award-winning Tune In Tune Up Vehicle Repair Program.

This successful partnership with Valley Clean Air Now (Valley CAN) provides funding for Valley residents to make smog-related repairs to their existing vehicles.

To date, the District has held more than 40 weekend repair events, and repaired over 7,600 vehicles at a combined cost-effectiveness of \$7,500 per ton of emissions reduced.

In addition to the repair program, the Governing Board approved up to \$500,000 for the implementation of an expanded vehicle replacement component under Tune In Tune Up.

This program utilizes the District's

existing weekend repair events to identify suitable candidates for replacement using several key criteria, including model year, registration status and emissions level.

In lieu of vehicle repair, owners of identified vehicles are offered up to \$5,000 to retire their existing vehicles and replace those vehicles with newer, cleaner vehicles from a participating dealership.

This program has laid the foundation and provided the California Air Resources Board with "proof of concept" for a successful vehicle replacement program as they consider changes to the underperforming statewide Enhanced Fleet Modernization Program (EFMP).

Additionally, with a successful replacement program, the District will be able to secure a significant portion of the \$3 million currently available through State EFMP funding that is not currently being utilized.

<http://www.valleyair.org/news/BoardHighlights/2014/June-2014-highlights.pdf>

CAPP contact: Charlie Peters

Pa. Demands Insurance, Cleanup Costs From MTBE Makers

By Andrew Scurria, Law360, June 19, 2014

Law360, New York (June 19, 2014, 7:43 PM ET) -- Pennsylvania launched a lawsuit on Thursday for damages from top U.S. gasoline refiners over methyl-tertiary butyl ether groundwater contamination, plus a second action claiming three dozen companies hid more than \$1 billion in spill-related insurance proceeds to tap a government-run pollution indemnification fund illegally.

The first complaint, lodged in the Philadelphia Court of Common Pleas by Attorney General Kathleen Kane and Gov. Tom Corbett's general counsel James Schultz, alleged that refiners owe millions of dollars that Pennsylvania has paid out to clean up pollution from underground storage tanks that leaked gasoline tainted with MTBE, a controversial additive that was phased out in the commonwealth in 2005, according to Corbett's office.

"MTBE-related spills over the past 20 years have cost Pennsylvania hundreds of millions of dollars," Schultz said in a statement. "We cannot take the health of Pennsylvania's waters for granted and their protection must remain our utmost priority."

MTBE was originally developed to cut down on air emissions from vehicles, but has since proven carcinogenic in animals and potentially carcinogenic in humans. The chemical makes

water taste unpleasant even at low levels of contamination, rendering large quantities of groundwater nonpotable once the MTBE leaks.

The lawsuit also seeks damages for the loss of groundwater use and for the water resources of the commonwealth plus injunctive relief and penalties for the allegedly unfair and deceptive trade practices surrounding refiners' marketing of MTBE and MTBE-infused gasoline, the governor's office said.

The suit alleges that the companies sold the product while knowing that MTBE is more persistent and mobile in groundwater and therefore increases the "size, complexity, duration and cost" of spill cleanups compared to unadulterated gasoline.

The second lawsuit, filed in the same court, is an attempt to claw back payments disbursed by Pennsylvania's Underground Storage Tank Indemnification Fund — the commonwealth's MTBE insurer of last resort — to 36 companies that used the funds to clean up spills of both regular and MTBE-tainted gasoline.

The defendants all experienced releases before 1994 and incurred liability to third parties, turning to the USTIF for relief, according to the governor's office. But the companies were allegedly covered by commercial, captive and mutual

insurance policies for those same corrective actions, meaning they were prohibited from “double-dipping” into the fund.

A slew of other state and municipal governments across the country — most recently Vermont — have sued energy companies to cover environmental testing and cleanup costs stemming from MTBE contamination.

MTBE was used in U.S. gasoline at low levels since 1979 to replace lead as an octane enhancer, which helps prevent the engine from “knocking,” according to the EPA. Since 1992, it has been used at higher concentrations in some gasoline to fulfill the oxygenate requirements set by Congress in the 1990 Clean Air Act Amendments.

Juries have proven receptive to

After Maryland's high court vacated the bulk of both verdicts, the U.S. Supreme court declined to take up an appeal from the plaintiffs in November.

The state is represented by James Schultz and Linda Barrett of the Governor's Office of General Counsel; Kathleen Kane and James Donahue III of the Office of Attorney General; Stephen Corr of Stark & Stark PC; Daniel Berger and Tyler Wren of Berger & Montague PC; and Stewart Cohen, Robert Pratter, and Michael Coren of Cohen Placitella & Roth PC.

Counsel information for the defendants was not immediately available.

The cases are Commonwealth of Pennsylvania v. Exxon Mobile Corp., case number 140602881, and Commonwealth of Pennsylvania v. BP plc et al., case number 140602880, both in the Philadelphia County Court of Common Pleas.

--Additional reporting by Lance Daroni. Editing by Stephen Berg.

<http://www.law360.com/articles/550053/pa-demands-insurance-cleanup-costs-from-mtbe-makers>

Is it time for CA AG Kamala Harris EPA GMO ethanol fuel waiver conversation?

CAPP contact: Charlie Peters

MTBE liability claims, and municipalities and other plaintiffs that can point to water sources contaminated by the additive were given a huge boost to their recovery efforts in August when the Second Circuit preserved a \$105 million verdict won by New York City against Exxon Mobil Corp. that was selected as the bellwether in long-running multidistrict litigation.

New Hampshire won a record \$236 million verdict against Exxon in April 2013 in a state court MTBE case, after extracting \$136 million in settlements from 15 other defendants.

Exxon, however, dodged most of a punishing \$1.65 billion award won by Maryland residents in two separate cases over personal and financial harm and property damage from MTBE exposure from an underground gas leak.

Bureau Of Automotive Repair Conducts Emissions Checkpoint In Newhall ***BY Allison Pari, Santa Clarita News, October 3, 2013***

Bureau of Automotive Repair employees and California Highway Patrol officers conducted an emissions checkpoint in Newhall Thursday morning, on Orchard Village Road between 16th Street and Dalbey Drive.

These voluntary checkpoints are conducted periodically by the BAR throughout the state.

"They are designed to see what emissions look like in the real world, as opposed what we think they should look like," said Russ Heimerich, spokesman for the state Department of Consumer Affairs, of which the BAR is a part.

While the checkpoint does test emissions, Heimerich said that it is not a smog test in the sense that the vehicle either passes or fails, and it is not punitive.

The purpose is simply to gather information, so that government officials can determine why real world smog checks and repairs don't reduce emissions as much as expected based the number and type smog checks required by the state Department of Motor Vehicles for registration.

"The smog check program lags behind in the results that we would expect," Heimerich said.

Heimerich noted that this could be because some smog check stations are not addressing long-term repairs that need to be made to reduce a vehicle's emissions.

"Smog check stations are doing only what they need to get the vehicle to pass at that time," he said.

The emissions checkpoint is completely voluntary, and even if a motorist gets pulled over to have their vehicle tested, they can still opt out.

Also, if Bureau employees determine that a vehicle would not pass a smog test, the motorist will not be fined.

Heimerich said that they are "just getting numbers."

The BAR does not publish the times and locations of their emissions checkpoints, in an attempt to keep the sample size random.

Do you have a news tip? Call us at (661) 298-1220, or drop us a line at community@hometownstation.com.

<http://hometownstation.com/santa-clarita-news/bureau-automotive-repair-conducts-emissions-checkpoint-newhall-38153>

Denise D. Brown Department of Consumer Affairs, Bureau of Automotive Repairs (DCA-BAR) Director

The DCA-BAR does not seem to care if any Smog Check faults get fixed.

The Department of Motor Vehicles (DMV) collects \$billions using "Wallet Flushing" car tax for BIG oil, BIG banks & Government motors welfare

CAPP contact: Charlie Peters

Free smog screenings return to Lemoore

Hanford Sentinel, Oct 2, 2013 10:02 PM

LEMOORE — The San Joaquin Valley Air Pollution Control District and Valley Clean Air Now will host a “Tune In & Tune Up” car cleanup on Saturday.

The event will provide free car emissions screenings from 9 a.m. to 3 p.m. at West Hills College Lemoore parking lot A. To qualify, you must be a Valley resident and have owned your car for at least six months. The first 525 vehicles that don't pass the emissions test and are found to be repairable will receive a \$500 voucher for a participating STAR smog check station.

Free food and drinks will be available while supplies last.

For more information, email info@valley-can.org or call 1-800-806-2004. ...

http://www.hanfordsentinel.com/features/community/around-town-free-smog-screenings-return-to-lemoore/article_eb13befe-2bbc-11e3-9a4d-0019bb2963f4.html

Our proposal: *To achieve the goal of consumer protection and quality assurance, the department is directed to adopt in-field audits using known vehicle defects. The in-field audits will be used to determine if a technician does actually detect, diagnose and repair the designated audit vehicle defect.*

As there are no clear standards to see that emissions defects are being corrected, these audits are to be conducted without notification being provided to ensure accurate assessment. The improved methods generated by the audits will provide continuous improvements in the quality of vehicle repairs actually occurring.

CAPP contact: Charlie Peters

Clean Air Performance Professionals

August 4, 2013

California senior Senator
Honorable Dianne Feinstein
San Francisco office
One Post Street
San Francisco, CA 94104
(415) 393-0707 / (202) 228-3954

RE: Is alcohol rated as a cancer risk?

Good morning Senator Feinstein,

Federal ethanol policy increases Government motors oil use and Big oil profit.

It is reported that today California is using Brazil sugar cane ethanol at \$0.16 per gal increase over using GMO corn fuel ethanol. In this game the cars and trucks get to pay and Big oil profits are the result that may be ready for change.

CAPP does NOT support the ethanol mandate unless it is changed to voluntary ethanol in our gas.

Folks that pay more at the pump for less from Cars, trucks, food, water & air need better, it is time.

The car tax of AB 118 Nunez is just a simple Big oil welfare program, AAA questioned the policy and some folks still agree.

We are just a short put (waiver) from better results.

Thank you for your life time of service.

Clean Air Performance Professionals (CAPP) / An award winning coalition.

Charlie Peters
Cc: interested parties

CAPP contact: Charlie Peters

Undersecretary Willie Armstrong



Tuesday, February 5, 2013

Dr. Willie J. Armstrong is the Undersecretary for the State and Consumer Services Agency. He serves as principal advisor to the Secretary on major policy, program, legislation and fiscal matters. Additionally, he is responsible for all functions in the Office of the Secretary and discharges all statutory functions of the Secretary to the departments of the Agency.

Dr. Armstrong has provided 18 years of public service to his country and to the State of California. He served a decade in the United States Air Force. As a Transportation Specialist, he was stationed at Andersen Air Force Base, Guam for one year and nine years at Ramstein Air Force Base, Germany. During his tenure, he worked with Army and Air Force agencies to ensure strict adherence with Department of Defense (DoD) fraud, waste, and abuse guidelines. Moreover, he served on the Ramstein Air Force Base Advisory Council to provide information to agencies regarding current initiatives, programs, and quality of life improvements for DoD personnel.

Dr. Armstrong has advised members of the California State Assembly for eight years. As Chief-of-Staff, he discussed the impact of state budget and legislative proposals that affect the ability of local and state agencies to deliver services to the people of California.

He earned his bachelor's degree in Management Studies and Master's degree in Public Administration from the University System of Maryland-European Division. He earned his Doctorate in Educational Leadership and Policy (Ed.D.) from California State University-Sacramento.

http://www.scsa.ca.gov/about_us/bio/williearmstrong.shtml

CAPP contact: Charlie Peters



Clean Air Performance Professionals

Wednesday, October 17, 2012

Karen Ross, Secretary
1220 N Street
Sacramento, California, U.S.A. 95814
FAX: 916-657-4240

Clean Air Performance Professionals

Dear Secretary Ross.

I'm confused, that a graph of ethanol used in our gas and the price we pay for fuel sure paints an interesting picture.

An op-ed from May 1, 2002 warned the Bush legislation requiring ethanol might create a 10% increase in fuel price.

An internet search indicated California fuel ethanol use was very minor and with a pump price of about \$1.37 per gallon of regular CA CARB fuel.

Fed EPA told CARB's board Chair to use 5.6% and the fuel price went up.

More time passed and Mary Nichols crew went for 10% and the price goes up.

We now are at 10% and considering 15% and the price has went from about \$1.37 to \$5.00.

The California Government regulators say we use about 14 billion gallons of fuel per year.

So if the price has changed over \$3.00 in a decade the ethanol laced fuel price increase may be about \$40 Billion per year. Is it time for California to request a waiver from EPA? California may have enough energy supply to last a few years.

Received an e-mail rumor today that the US has energy supply to cover decades.

Should California request a waiver of the ethanol mandate so fuel ethanol is voluntary?

CAPP contact: Charlie Peters

<http://www.usaee.org/usaee2011/documents/WashingtonRegistrationForm.pdf>

The United States Association for Energy Economics

(Speaker) Shirley J. Neff (bio) Oct. 9-12 2011

Shirley Neff is the Senior Advisor for Outreach Coordination for the Energy Information Administration. Just prior to joining EIA, she served as a senior advisor to the National Commission on the BP Deepwater Horizon Oil and Spill and Future of Offshore Drilling on detail from the office of the Chief Financial Officer. Ms. Neff has extensive private and public energy sector experience. She served as the Democratic economist for the Senate Energy and Natural Resources Committee for seven years and on the staff of the Kansas Corporation Commission. In the private sector, she worked for Shell Oil Company and for the natural gas and liquid pipeline associations.

She is a Senior Fellow and past President of the United States Association for Energy Economics (USAEE) and a former member of two Federal Advisory Committees - the National Petroleum Council (NPC) and the Biomass R&D Technical Advisory Committee. She also served on the advisory board of the Center for Energy Economics at the Bureau of Economic Geology, University of Texas at Austin and as a Senior Associate with the Energy and National Security Program at the Center for Strategic and International Studies. She taught a graduate class in energy policy at the School of International and Public Affairs (SIPA) at Columbia University. She has an M.S. in economics from the University of Wisconsin-Madison and a B.S. in economics from Iowa State University.

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E-mail: usaee@usaee.org

CAPP contact: Charlie Peters ()
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Clean Air Performance Professionals

Dear Dr. Armstrong,
Dep. Secretary of the State and Consumer Services Agency
915 Capitol Mall, Suite 200
Sacramento, CA 95814
(916) 653-3815 fax

Good morning Dr.

RE: PZEV emissions performance.

California has the best car emissions system but we need support to improve.

Will you consider a letter in support of the California Air Resources Board (CARB) efforts to improve compliance with the California Partial Zero-emissions (PZEV) standards.

Improved toxic impact from the car fleet will provide better health and economic performance for California.

(CAPP / An award winning coalition of motorists)

Charlie Peters

cc: interested parties

CAPP contact: Charlie Peters

Top Ten Facts about Ethanol

By James S. White, CAL Gasoline

- * 1 Ethanol is listed as a known human carcinogen by the International Agency for Research on Cancer.
- * 2 The cost of Reformulated Gasoline with ethanol will increase 3-6 cents per gallons compared to RFG with MTBE.
- * 3 Spills of pure ethanol or gasoline containing ethanol from leaking storage tanks can create a benzene plume up to 150% larger than a spill from a non-ethanol fuel.
- * 4 Ethanol cannot be shipped by pipeline because of its high affinity for water posing significant distribution costs and hurdles for gasoline blenders.
- * 5 According to a study by Cornell University, for every gallon of ethanol produced, 1.4 gallons of energy is consumed in the process, compared to 0.15 gallons used in the manufacture of gasoline.
- * 6 It takes 1.5 gallons of ethanol (E-85) to drive as many miles as one gallon of gasoline.
- * 7 Every gallon of ethanol removes 53 cents from the Federal Highway Trust Fund because of a special tax break for producers.
- * 8 Ethanol increases the vapor pressure of gasoline by 1 psi. resulting in higher evaporative emissions of Volatile Organic Compounds, while tailpipe emissions of Acetaldehyde increase 150%.
- * 9 Ethanol permeates the hoses and lines of automobile fuel systems resulting in a 50% increase in VOC emissions for pre 1995 cars.
- * 10 Ethanol dissolves oxide scale from the walls of pipes and tanks, subjecting the systems to internal corrosion, which leads to leaks

<http://www.calgasoline.com/facttopten.htm>

CAPP contact: Charlie Peters